

Dwight Star and Herald.

DEVOTED TO LOCAL AND COUNTY INTERESTS AND GENERAL INFORMATION.

VOL. XXVIII.

DWIGHT, LIVINGSTON COUNTY, ILL., SATURDAY, JULY 15, 1893.

NO. 18

LARGEST AND FINEST LINE OF Furniture, Wall Papers, BORDERS, Window Shades, Lace Curtains, CARPETS

and anything in the PAINT LINE
at Lower Prices than you can pur-
chase elsewhere. You are invited
to call and see.

Baker's Furniture Bazaar.

A. RHODE,
MERCHANT TAILOR,
Old Bank Building, East St., Dwight.

I have the best SAMPLES OF
SPRING AND SUMMER GOODS,
For Suits. First-class workmanship.
Suits from \$23 up. Pants from \$6 up.

CLEANING AND REPAIRING PROMPTLY DONE
Oct 11

MILLINERY.

I have taken the old established Millinery
Store of MISS LIZZIE BURGER, and cordially
invite all to call and examine my complete
stock of Millinery Goods.

MRS. W. E. FENN

DIAMOND CROWN FLOUR.

EVERY SACK WARRANTED GOOD OR MONEY REFUNDED.

We do all kinds of Custom Grinding. Hay, Straw, Ground Feed, Bran
and Shorts constantly on hand. Come and see us.

84 East Mazon Ave. GREGG & STERRETT.
Dwight, Ill., March 10, 1893.

ELKHART CARRIAGE AND HARNESS MFG. CO.

No. 1. Farm Harness. \$24.50. Have sold to consumers for 20 years, No. 119 Road Wagon. \$27. No. 41. Wagon. \$43. Single \$8 to \$20. Double \$10 to \$15. Top Buggies at \$42.50 as sold at \$75. Phaetons at \$75 to \$100. Wagons, Milk Wagons, Delivery Wagons and Road Carts. OUR HARNESS are all No. 1 Oak-tanned Leather. Single \$8 to \$20. Double \$10 to \$15. Hiding Saddles and Fly Nets. 5 per cent. off for cash with order. 40-page illustrated Catalogue free. W.B. PRATT, Sec'y, ELKHART, IND.

The Transportation Exhibit at the Columbian Exposition.

The evolution of the means of transporting the commerce of the world is one of the most interesting and important in the history of civilization. Practically the entire production of the earth receive their ultimate value by the facilities of transportation in some form. The marvelous conditions existing have been perfected by the constantly increasing energy and resources of commerce, and are to be seen in the modern ocean shipping of all classes, and the railway systems of the world. Commercial relations have been so improved by these means that distance by land or sea no longer localizes traffic; easy, cheap and rapid communication having been established with all parts of the world.

By the comparison of the present with the past conditions of transportation we are enabled to see the great advance and development made, and knowing that the end is not yet, we are enabled to picture to some extent the future, for even to-day many things which to us seem impracticable are as yet undeveloped, requiring only time to perfect them and as the development takes place future generations will doubtless look back on us and wonder as we do of our predecessors, how they managed with such crude and limited facilities.

The transportation exhibit of the World's Fair forms no small part of that greatest of all exhibitions. The transportation building in its architectural features has been severely criticized, but that is of little moment for the great mass of people are mainly interested in the exhibits to be seen within. The main entrance of the building facing the lagoon is spoken of as the "Golden Doorway." The design is in Moorish architecture and is much admired even by experts. On either side of this doorway are the following inscriptions:

"Of all great inventions, the alphabet and printing presses alone excepted, these inventions which abridge distance have done most for civilization."—MacAulay.

"There be three things which make a nation great and prosperous, fertile soil, busy workshops, and easy conveyance for man and goods, from place to place."—Bacon.

Reading these quotations we are impressed by their truth, the evidences of which surround us on all sides as we enter the building. This transportation exhibit is immeasurably the best that has ever been brought together and it has the same international character as is displayed in other departments of the fair. Exhibits from the civilized, semi-savage and savage nations of the world are to be seen and the latter though suffering, by comparison with those of the enlightened nations, afford none the less interest to the observer.

The many contrasts, and the progressions in the art of transportation are worthy of careful examination by the student, the practical man, and even the casual observer must be interested, offering as they do educational facilities not likely to recur in a life time. It is stated that as early as 13 B. C. the power of steam as a motive force was in some measure understood and experimented with, but the earliest type of steam motor known was Newton's invention of 1680; the period of experiments continued until 1839 when the foundations for practical results were obtained. It was in this year that the "Rocket" the successful competitor in a series of trials which took place in England, made her initial trip at the rate of thirteen miles per hour and this locomotive is now on exhibition in the transportation annex.

There are exhibited sixty-four originals and models of old locomotives long since superseded and fifty-seven modern locomotives. To appreciate the magnitude of this exhibit, by comparison, the Centennial Exposition of 1876 had only two of the first constructed and a total of twenty locomotives on exhibition.

Extensive and most elegant exhibits are made in this department by England, France and Germany, also the best efforts of American skill and ingenuity are in abundance, of which we may feel justly proud. A number of complete modern trains are on exhibition. The English train attracts much attention. Insufficient space forced some of the best American exhibits to be placed outside and adjoining the Transportation building, notable the exhibit of the Empire State express of the New York Central and Hudson River railroad, at the head of which stands the queen of all locomotives, No. 999 with a record of one hundred twelve and one half miles per hour.

Next to this exhibit stands a model of the DeWitt Clinton train of 1831, the first train run on the old Mohawk

& Hudson Railroad, now a part of the New York Central system. The Pennsylvania Railroad company also has a complete exhibit having constructed a complete section of double track about three hundred feet long showing their block system and signaling appliances for the protection of trains from collision, also the famous "John Bull" train, and the powerful car especially constructed especially to convey the great Krupp gun to Chicago. Within their building, which is designed as a model station, a complete history of the road is exhibited. Many curious things connected with the development of railroads in this country are to be seen in their exhibit.

The exhibits of rail transportation are no more complete than the exhibits of water transportation. The original twin screw steam boat of Col. J. Stevens, built in 1804 having a record of four miles an hour, and which was the first steam boat in service on New York Bay, is on exhibition. It stands by comparison with the steamers of today as the old DeWitt Clinton train of 1831 does to the Empire State Express.

The principle in steamship companies and steamship builders have models of nearly all the important vessels in service, including models of some of the most formidable battleships and cruisers ever built. The model of H. M. S. Victoria, the battleship so recently sunk by collision in the Mediterranean sea carrying down four hundred of her crew, is the finest model on exhibition, being nearly twenty-five feet long. There are several hundred models, all of them smaller in size than that of the Victoria, but the beauty of the workmanship and finish together with the great number on exhibition gives the entitled prominence to this great department of transportation. The American Line Steamship company of which the City of Paris and City of New York form part of the fleet, have constructed a full size midship section of one of their fine steamers, furnished completely, showing the arrangement from the steering cabin to the hurricane deck. It attracts much attention and gives the observer who has not had the privilege of ocean travel, an opportunity to see what stability of construction is necessary to safety, and at the same time a very good idea of the luxurious way in which the finer trans-Atlantic lines are furnished for the comfort of passengers.

To enter into detail concerning the hundreds of exhibits to be seen would require much time and space.

Those who see the exhibit of transportation, can best appreciate its magnitude, and when compared with other similar exhibits it stands pre-eminent in the history of civilization. D. M.

Very True, Mr. Palmer.

It is a very cold, disagreeable week when editor Palmer, of the Omaga Leader and Review, does not present lots of good sensible things to his readers. Read the following from his good paper, of a recent date:

This conversation was overheard in the depot, recently: "Aren't you and the editor on good terms?" "Yes, for aught I know, on the best of terms, why?" "I notice that when you go away anywhere, the fact is not mentioned in the paper." About as much nonsense to the square inch, if not a pretty dense sort of ignorance, is exhibited in the meaning evidently intended to be conveyed by the questions above noted as one could imagine. An editor, if he has two grains of common sense, and most editors have that much, does not run a paper in order to vent his spleen or show his spite against anybody or thing. His object is to give the news. He may have his personal likes and dislikes, as other men do, but his paper does not voice these. If his direct foe met with an accident, he would just as soon chronicle that fact as though it happened to his best friend. Some editors would rather do this much for an enemy than they would for a friend. The fact of the business is, there are lots of people who take no sort of pains to let an editor know about a contemplated visit or journey, and then are chagrined because he doesn't happen to mention the fact. An editor is not omnipresent by considerable; neither is he omniscient by about the same margin. The only reason the goings and doings of the community are not mentioned is because the editor doesn't know about it and no one tells him about it. To say that he doesn't like this one or that one, and therefore no mention of his going is made, is arrant nonsense. It is little trouble for you to speak to an editor and acquaint him with the facts in the case. Don't be so modest. You will not do this, and then be so inmodest as to feel ever so slight a spasm of anger because the fact was not noted in the paper. Brace up, be-

lived, and give the news. Don't think an editor can make bricks without straw any easier than the Israelites could when they had a job of brick making for the Egyptians, in the long time ago.

Death of Mr. Geo. Burns.

It was with universal sorrow that the sad intelligence of the death of an aged and highly respected citizen was received Friday morning. Mr. Geo. Burns, who had been suffering severely for some time, breathed his last at 4 o'clock, a. m. on the morning mentioned. It was quite generally known that Mr. Burns had suffered for a long time with rupture, and that his death was liable to occur at most any time. He was a pleasant, honorable man in all respects, and bore up under his affliction nobly, and in his death this neighborhood loses a tried and true friend. We will publish his obituary next week.

We are informed that the funeral will take place at his late residence this (Saturday) morning at 8 o'clock.

Wright-Chubb.

On Wednesday morning at half past eight o'clock, at the residence of her parents, Mr. and Mrs. D. E. Wright, occurred the marriage of Mattie E. Wright to Burnie M. Chubb, in the presence of the family and a few near relatives. After partaking of breakfast, Mr. and Mrs. Chubb took the 10:30 train for a visit to the world's fair. The happy couple will commence housekeeping in one of the Spencer cottages on their return.

The ceremony was performed by Rev. Burdette, the reverend gentleman who preached in the Congregational church last Sunday evening.

Both these young people are very popular, and their many friends join the STAR and HERALD in extending congratulations and wishing them happiness and success.

Water Supply and Fire.

The water committee of the village board should be very careful about the water supply, this warm, dry weather. We understand that the supply has been very limited at times recently, and should there be a fire, would be totally inadequate. There should always be plenty of water for a fire, even if it is found necessary to stop the use of city water for lawns during this dangerous fire season. There has been cases where the water has been used for gardens and sprinkling the streets in front of residences, which should be stopped. It seems that orders or rules do not govern some people, and the only way to make them obey the rules governing the water supply is to shut the water off and fine them also. It is perfectly proper and the thing to do to adopt extreme measures at such times.

Beside cautioning the water committee, we wish to caution everyone to be very careful regarding fire, and remember that everything is like tinder, and the least thing would cause disaster.

World's Fair.

FROM PRIME'S CROP BULLETIN.
Are you staying home from the world's Fair? I hope not. It is the opportunity of your life. What the next World's Fair will be or whether we shall ever see another, is a very doubtful question in the lives of the majority of us. Foreign nations are just beginning to wake up to its grandeur, glory and greatness. No one comes away disappointed and every one comes away so full of its beauties that the only regret he has is that his time is so short. While I have seen a good deal of it, yet I do not consider that I have practically seen it at all. Up to this date my time has been taken up more or less in studying the manners and customs of the people who have been brought there from the ends of the earth. It are something we could not see under as favorable circumstances, even if we went to their homes for there we would be surrounded by the manners and customs of the people and subjected to their laws. But here we have them literally under our own vines and fig trees.

It is my earnest wish to see the railroad companies of the West come to their senses and give the people cheap rates as one of my correspondents very sensibly remarks, just the same as they do during the times of great conventions and state affairs. I do not blame the people at all for staying home; but do hope that within a month, we shall see the railroads coming to their senses and doing something which will not only make them popular with the people, but put piles of money into their own pockets. They will never have another such opportunity for many years at least, to move the masses, as they will during the next ninety days.

Neighborhood Notes.

Races will be held in Morris August 15-18 inclusive.

A few of the Momenne innocents were bunked by the foot race fiends last week. Will people never tumble.

The Fairbury and Chenoa base ball nines played ball recently. The former were badly beaten by a score of 23 to 4.

The new congressman from the old congressional district, Hon. H. K. Wheeler, of Kankakee, will take his seat at the extra session in August.

A Bloomington colored divine announced to his flock Sunday that 'amens' were all right at the proper time, but that they did not rattle in the collection basket.

Sarah Dodge has not yet put in an appearance at Morris as far as heard from. It is supposed that she has committed suicide, or that there is a heap of "method in her madness."

An exchange in speaking of a new game law, says: "Book agents may be killed from August 1 to October 1; spring poets from March 1 to July 1; scandal mongers, from January 1 to December 31, inclusive; umbrella borrowers from February 1 to May 1, and from August 1 to November 1. Open season all the year on life insurance agents."

Oliver Frazer, a gentleman residing in Bourbonnais, was on his way home near Kankakee recently. When he reached the crossing of the 3-I road on Fifth avenue he found it obstructed by a train. Mr. Frazer had to wait in the boiling sun for twenty-five minutes before the crossing was opened. Nobody likes to lose that much time on his way to dinner, and Mr. Frazer brought suit against the road and especially against Geo. B. Speer, conductor, and Jacob Snackenburg, the engineer of the offending train.

The present hard times have grown out of a lack of confidence and many people unconsciously add to the feeling by hoarding whatever money they have instead of trying to meet their obligations. In this way merchants, newspapers and other business institutions are hard pressed for money with which to meet their bills. The wholesale houses in turn are hard pushed to meet their bills. The best way to put a stop to hard times is for each man to pay his accounts whenever he can possibly do so. If all would do this times would soon be better.—Ex.

The Modern Woodmen of northern Illinois and southern Wisconsin held their ninth annual picnic in Elgin Wednesday. Excursion trains were run from many places, and over a thousand woodmen were in the procession, with bands and two drum corps. Seven thousand people were in the park. Addresses were made by Mayor Grote, C. F. Irwin and Head Consul Northcott. The association officers for next year are: F. O. VanGelder of Sycamore, president; and M. F. Carlson, of Sycamore, secretary. The picnic next year will be held at Sycamore.

Frankie Gopen, Robbie Hacker and Willie Bellows were playing about one of the cannons in the Court House park Wednesday, when some powder was procured, and the boys amused themselves by putting a few grains in the touch-hole of the cannon, filling empty Roman candles with powder and firing them off, etc. As might have been expected, there was a premature explosion and Robbie Hacker was knocked senseless and Willie Bellows eyes were so filled with powder that it was thought at first he would lose his sight, but it is not so serious and he will soon be all right, while Robbie Hacker was only stunned. Young Gopen got off without a scratch. The boys are aware by this time that gunpowder is a dangerous thing to monkey with.—Lacon Journal.

Pontiac Pick-ups.

Geo. W. Patton was in Denver on legal business this week.

There is talk of a rebellion in our city. The first ward is talking of seceding because they cannot have the earth.

Milt Witt and family are visiting the big fair this week.

The board of supervisors made a little business this week, but they are gone now.

Mike Cleary was again honored by election as chairman of the board of supervisors. Mike is a popular man.

There is an addition being built to the "cooler." The "heater" is working all right this week.

For good World's Fair accommodations, stop at the Clarkdale, one half block from main entrance to the grounds. Everything new and first-class, rates reasonable. E. F. Bell, Chicago, Ill., 60th street, near Edger-ton Avenue.